

The Hongkong Telegraph.

(ESTABLISHED 1881.)
Copyright, 1911 by the Proprietor.

September 20th, 1911. Temperature 10 a.m. 79, 4 p.m. 81; Humidity...84, 82.

September 20th, 1910. Temperature 10 a.m. 84, 4 p.m. 83; Humidity...76, 76.

No. 8582

號九十月七年三統宣

THURSDAY, SEPTEMBER 21, 1911. 三年通

號一十月九年九港香

\$98 PER ANNUM.
SINGAPORE 10 CENTS.

REUTER'S TELEGRAMS.

NORTH-WEST PASSAGE.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 20, 9.40 a.m.

Reuter's correspondent at Ottawa states that Bernier, the commander of the Government's expedition to try a voyage through the North-west Passage, has returned unsuccessful.

ESPIONAGE IN GERMANY.

TWO ENGLISHMEN ARRESTED.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 20, 9.35 p.m.

Reuter's correspondent at Emden states that two Englishmen were arrested, then released and re-arrested in accordance with instructions from Berlin. It is stated that they have a yacht lying at Delfzijl in Holland. A camera and three developed plates of Emden harbour were found in their possession. The Englishmen are both young, and are stated to be officers. They are confined to separate cells, and the Public Prosecutor has been sent for.

THE SZECHUAN REBELLION.

SAFETY OF CHENG TU.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 21, 12.5 p.m.

The Viceroy of Cheng Tu telegraphs that after a week of fighting he is master of the situation, and that the city is safe.

AUSTRALIA.

TRANSCONTINENTAL RAILWAY.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 21, 2 a.m.

Reuter's correspondent at Melbourne telegraphs that the Representatives have passed the first reading of a Bill providing for the construction of a trans-continental railway from Kalgoorlie to Port Augusta.

REUTER'S TELEGRAMS.

THE OLYMPIC RAMMED.

COLLISION WITH CRUISER.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 21, 9.20 a.m.

The liner Olympic, after leaving Southampton for New York, with three thousand persons on board, including seven hundred and fifty first-class passengers, was rammed by the cruiser Hawke in the Solent. A big hole was made on the liner's starboard side, through which a large quantity of water flowed. The vessel was saved from sinking, however, by her water-tight doors, and she returned slowly to Southampton. The cruiser's bows were badly damaged.

UNREST IN SPAIN.

PIERCE FIGHTING.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 20, 1.55 p.m.

The Spanish Premier has made a statement to the effect that the institution of martial law is necessitated by the anarchist character of the strike, which is directed by a committee of Spaniards and foreigners with headquarters at Barcelona. The situation is worst at Valencia. The revolutionaries seized Caragante and Alcira. They burned the town hall and other public buildings at Alcira, but the troops recaptured both towns.

ARRESTS IN MADRID.

Via BOMBAY, Sept. 21, 9.20 a.m.

All last night arrests were made in Madrid in connection with the strikes, and the number is estimated at three hundred. Among the persons arrested is the Vice-President of the Confederation of Labour. Everyone in the streets are searched, and weapons seized. The city presented its usual aspect this morning, but wholesale precautions are being taken. Gun-makers' stocks are being seized, and troops are confined to barracks. Factories, religious establishments, railway stations, and public buildings are guarded by armed police. Up to the present, the threatened general strike has not materialised, and from the provinces news is being received of wholesale arrests. Everywhere there are local strikes accompanied with acts of violence.

REUTER'S TELEGRAMS.

THE STRIKE EPIDEMIC.

SITUATION IN IRELAND.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 20, 1.55 p.m.

The Executive Committee of the Amalgamated Society of Railwaymen decided yesterday that unless the companies ceased dismissing or in any way penalising the men for refusing to handle the traffic of those firms whose employees are on strike and unless all the men are reinstated without penalty, the executive will call out all the railwaymen in Ireland.

INTOLERABLE METHODS.

Via BOMBAY, Sept. 20, 3.40 p.m.

The papers are unanimous in denouncing the Irish strike, as the "reductio ad absurdum" of a sympathetic strike. It is impossible that the French syndicalists could give a more intolerable exhibition of such methods. The "Daily News" warns the Amalgamated Society that it engaged in a great struggle in England for vital things, but it cannot, without prejudicing the case, sanction the grotesque demands of the Irish men.

OBITUARY.

CANON DUCKWORTH.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 20, 3.40 p.m.

The death is announced of Canon Duckworth. [Rev. Robinson Duckworth, D.D.; O.V.B. was appointed Sub-Dean and Canon of Westminster Cathedral 1902; Vicar of St. Mark's, Hamilton Terrace, 1870-1906; Rural Dean for St. Marylebone, 1891-1905; Chaplain in Ordinary to the King 1910; Almoner and Chaplain of the Order of St. John of Jerusalem; and Chaplain to the Civil Service 1901.]

AUSTRALIAN NAVY.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 20, 1.55 p.m.

The correspondent of Reuter at Melbourne reports that at the request of King George, the Commonwealth Government has approved of the title The Royal Australian Navy for the projected Australian fleet.

REUTER'S TELEGRAMS.

ITALY AND TURKEY.

ALLEGED DESIGNS ON TRIPOLI.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 21, 9.20 a.m.

Reuter's correspondent at Constantinople telegraphs that uneasiness prevails there regarding alleged Italian designs on Tripoli. It is understood that the Government is contemplating military measures, and quantities of arms and ammunition have already been sent to Tripoli.

JOHNSON-WELLS FIGHT.

A STORM OF PROTEST.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 20, 9.40 a.m.

The Archbishop of Canterbury has written to Mr. Winston Churchill urging him to use his powers to prevent the Johnson-Wells fight. The newspapers are devoting columns to letters of protest from bishops, headmasters, magistrates and other prominent persons. It appears that the fight is legally unpreventable unless the Government intervenes. The "Daily Telegraph" in an article dwells on the danger of the circulation of the films fomenting racial discord throughout the Empire.

M STOLYPIN'S DEATH.

AN IMPERIAL RESCRIPT.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 21, 12.5 a.m.

Prior to his departure for Kaffi, the Czar visited the hospital where the body of M. Stolypin was lying, and spoke words of comfort and encouragement to the widow. The Czar, in a rescript, says "Expressions of sincere indignation are reaching us from all sides, and show that all right-minded persons share our feeling of sorrowful resentment at the ruthless outrage perpetrated on my courageous champion, which has darkened the joyous feelings aroused by the hearty welcome accorded to myself and the Empress on our visit to the south-western provinces."

REUTER'S TELEGRAMS.

FRANCE AND GERMANY.

THE OUTSTANDING POINTS.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 21, 12.5 a.m.

It is reported in Paris that Germany has already waived her demands for international control of contracts and public works, on the objection of the French Commissioner and every Government department. The outstanding points include the abolition of consular jurisdiction, and the granting of German protection to individual natives.

SEMI-OFFICIAL STATEMENTS.

Bombay, Sept. 21, 7.45 a.m.

Yesterday's semi-official communication at Berlin in regard to the German demands. Matters of principle on which Germany cannot yield are also involved.

Nevertheless, verbal exchanges and negotiations with a view to drawing nearer the difference in standpoint, has led to a series of proposals for arrangements which will be submitted to the respective Governments.

Reuter's Berlin correspondent states that as a result of the impression produced by the Franco-German communications the Banks doing business were started early in the morning with telling force.

The representatives of the leading banks have been received at the Foreign Office by the Under Secretary who informed them that a favourable settlement would be reached in two or three days.

The official statement denies that the position is more acute; it being desirable that neither side should affirm the finality of its standpoint, upon which it was unable to yield in written notes, from which it would be difficult to retreat. It was considered wisest to return at present to verbal negotiations.

Heir Kiderlin-Waechter and M. Cambon meet again to-morrow.

INDUSTRIAL DISPUTES.

AN ARBITRATION COURT.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 21, 12.30 a.m.

The Manchester Evening Chronicle states that Mr. Sydney Buxton has invited representatives of the masters and men of the great national trades to form an arbitration board, consisting of ten employers and ten men, from which a Court will be formed to deal with disputes. Sir G. R. Askwith will be the Chairman.

THE "I. G."

DEATH OF SIR ROBERT HART.

Bombay, Sept. 21, 9.5 a.m.

Sir Robert Hart is dead.

[A brief appreciation of this late Inspector-General appears in our leading columns.—Ed.]

CHINESE TELEGRAMS.

PORTUGAL AND CHINA.

["SHAT PO" SERVICE.]

Peking, Sept. 20.

The Cabinet has telegraphed to H. E. the Canton Viceroy, its appreciation of the Cantonese liberality in providing money for the upkeep of the Canton recruits stationed on the borders of Macao. In the same telegram, the Cabinet says that negotiations are progressing with the Portuguese Minister at Peking regarding this question, and that the people and soldiers should be kept under restraint in order to avoid any trouble.

THE OUTBREAK IN SZECHUAN.

POSITION AT CHENG TU.

["SHAT PO" SERVICE.]

Shanghai, September 20.

Chongtu is quiet. Reliable news to hand has confirmed the death of the Provincial Judge and the suicide of the Commander-in-Chief of the recruits in Szechuan.

Several hundred thousand (?) salt labourers are besieging Chichow, and the Prefect, Tak Fung, has fled, leaving the city at the mercy of the besiegers.

A telegraphic despatch from Yu Kwan states that the insurgents have been repulsed with heavy losses by the Imperialists.

REVOLUTIONARIES DEFEATED.

The soldiers of the garrison on the frontiers of Szechuan have arrived and have dispersed the revolutionists. The situation is now more hopeful.

The Szechuan people are refusing to supply provisions to the soldiers from Hupei.

SETTLEMENT IN SIGHT.

["SHAT PO" SERVICE.]

Peking, Sept. 20.

The Viceroy of Szechuan has telegraphed to the Throne that affairs in Szechuan are moving towards a settlement.

A telegram has also been sent by the Viceroy of Szechuan to the Cabinet in which His Excellency reports that the prospects of tranquillity in his province are very promising. He also reported that the President and Vice-President of the Provincial Assembly and the representatives of the Society for the Protection of Railways in Szechuan have been placed under the custody of his Tartar General.

CHINESE TELEGRAMS.

REINFORCEMENTS REQUESTED.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Sept. 19.

The Cabinet being terrified by the spread of the insurrection in Szechuan, has telegraphed to the Viceroy and Governors to dispatch troops to assist in its suppression. It is reported that Field Marshal Lung Chai Kwong has received instructions from the Central Government to proceed to Szechuan with nine regiments of the Kwei-lin forces at present stationed in Canton to assist the Szechuan authorities.

As soon as H.E. Shun Chun Hsun was appointed by the Throne as High Commissioner for the suppression of the Szechuan rebellion, His Excellency telegraphed to the Canton Viceroy asking him to send some experienced and useful military officials and also some energetic and tactful officials to Shanghai in order to accompany him to Szechuan.

When H.E. Tian Fang, Director General of Railways, received news of the outbreak in Szechuan, His Excellency at once telegraphed to the Army Board suggesting that the assistance of land forces from the other provinces should be sought for. On receipt of the telegram, the Army Board telegraphed to the Canton Viceroy stating that as the Canton recruits already formed into divisions are more than sufficient for the protection of the province, His Excellency should send some of these recruits to Szechuan. In reply the Viceroy stated that it was quite impossible for him to comply with the Board's request, as Canton is threatened by another outbreak.

The Szechuan provincials, who are merchants or officials in Canton, have presented a petition to Admiral Li Chun, who is also a native of Szechuan, begging that a memorial be submitted to the Throne recommending the reinstatement of H.E. Wong Yun Man, former acting Viceroy of Szechuan, to his old post, so that the trouble may be easily subdued. It is reported that Admiral Li Chun is trying to secure the assistance of the Szechuan officials in the Capital in this matter.

PRECAUTIONS IN CANTON.

Canton, Sept. 20.

H.E. the Canton Viceroy has in view of the rapidity with which the trouble in Szechuan is spreading, instructed the telegraph bureau not to transmit or deliver telegraphic messages concerning affairs in Szechuan. At present telegraphic communication between Canton and Szechuan is interrupted, and the news about the revolt is reaching Canton via Shanghai.

UNREST IN KWANTUNG.

["SHAT PO" SERVICE.]

Peking, September 20.

H.E. the Canton Viceroy has reported to the Throne by telegram, that activity is being shown by the society for the protection of railways in Kwangtung.

Weather Forecast.



Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$11,000,000.
RESERVE FUNDS:
Sinking Fund, 10,000,000 at 2% 10,000,000
Sinking Fund, 10,000,000 at 2% 10,000,000
RESERVE LIABILITY OF PRO-PRIOETORS \$11,000,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq., Chairman
E. Shellin, Esq., Deputy Chairman
F. H. Armstrong, Esq., C. S. Gubbay, Esq.,
W. L. Fairclough, Esq., F. L. Lee, Esq.,
Andrew Forbes, Esq., Hon. Mr. C. H. Ross
G. F. Ireland, Esq., H. A. Siebe, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 6 months, 4 1/2 per cent. per annum.
For 12 months, 5 per cent. per annum.
For 18 months, 5 1/2 per cent. per annum.
N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum. Deposits may be made at their option of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,625,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3 1/2 per cent.
On Fixed Deposits for 3 months, 2 1/2 per cent.

Wm. DICKSON, Manager.
Hongkong, 1st May, 1911. [22]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.
AUTHORIZED CAPITAL Yen 48,000,000
PAID-UP CAPITAL 30,000,000
RESERVE FUND 16,850,000

Head Office—YOKOHAMA.

Branches and Agencies at:
Antung-Hsien, Newchwang
Bombay, New York
Changchun, Osaka
Dairen (Dalny), Peking
Fengtien (Mukden), Itoyo (Port Arthur)
Hankow, Sui Francisco
Hongkong, Shanghai
Kobe, Tientsin
Liao-Yang, Tokyo
London, Yokohama
Lyons, Nagasaki

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit:—
For 12 months 4 per cent. p.a.
" 6 " 3 1/2 " " "
" 3 " 2 1/2 " " "

TAKAO TAKAMICHI, Manager.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP—Gold \$3,250,000
RESERVE FUND—Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
88, Bishopsgate.

LONDON BANKERS:
Bank of England,
National & Counties Bank, Limited.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 3 months 2 1/2 per cent. per annum.

GEO. ROSS, Manager.
No. 9, Queen's Road Central.
Hongkong, 1st May, 1911. [19]

Banks

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Tals 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons,
The Union of London and Smith's Bank, Limited.
Deutsche Bank (Berlin), London Agency.

DIRECTOR DER DISCOUNT GEMEINSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHLN, Manager.
Hongkong, 16th Mar., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital, £1,500,000
Subscribed 1,125,000
Paid Up 502,000
Reserve Fund 825,000

HEAD OFFICE:

40, Threadneedle Street, London, E.C.

BRANCHES:

Bombay, Calcutta, Cebu, Hongkong, Kandy, London, Madras, Manila, Penang, Rangoon, Singapore, Siam, Tientsin, Yokohama.

AGENTS IN JAPAN:
Messrs. Jardine, Matheson & Co., Ltd.

BANKERS:

Bank of England,
London Joint Stock Bank, Ltd.,
Exchange business transacted.
Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits as under:—
For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "

F. O. MACDONALD, Acting Manager.
1200]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

J. A. Wylie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. G. Hall, Esq., F.I.A., Actuary.

A strong British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies Act, England.

Insurance in Force \$5,571,455.00
Assets to meet \$5,750,000.00
Income for Year \$305,000.00
Insurance Fund \$1,000,000.00

LEFFERTS KNOX, Esq., District Manager.
B. W. TAPP, Esq., District Secretary.
Hongkong, Canton, Macao and the Philippines.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong: Sir Paul Clater, Kt., C.M.G., J. J. Hoang, Esq., C. J. Lafrance, Esq., Hongkong, 1st July, 1911.

WM. POWELL, LIMITED.

GENTS' NECKWEAR.

Smartest

Shapes

Newest

Colours

POPULAR PRICES

28, Queen's Road Central.
Hongkong, 12 Sept., 1911. [1048]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENGRAVING.
Hongkong, 1st May, 1911. [109]

Intimations

ALL PRODUCTION RECORDS BROKEN FACTORY WORKING DAY AND NIGHT CONTRACTS LET FOR EXTENSION OF PLANT. Such is the tangible evidence of the unparalleled demand for



Visible Models 10 and 11 of the Remington Typewriter.

SIEMSEN & CO.

HONGKONG AND CANTON.

General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1036.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

REALLY GOOD SPECTACLES

Are such a comfort to tired or strained eyes that their value cannot be over-estimated. If your eyes need glasses, they should have the best you can get.

THAT MEANS

- 1.—Careful and expert examination;
 - 2.—Precision in the making;
 - 3.—The best of materials;
 - 4.—Adjustment to a nicety.
- All of the above we offer you. We invite comparison with the equipment of any optical establishment—anywhere. Glasses, amber and other tinted lenses, mounted in gold, gold-filled, or other metals at lower cost. Our prices are reasonable. Our materials and workmanship are guaranteed.



CIGARETTES BOUTON ROUGE

\$4.20 per 100

FELUCCA

\$2.80 per 100

ENJOY THE LARGEST SALE IN EGYPT.



PURE-ALUMINIUM COOKING-UTENSILS.

THE MOST HYGIENIC
NO RUST, NO CHIPPING OF ENAMEL
VERY DURABLE
SAVE TIME AND FUEL
BRIGHT AND CLEAN.
VERY MODERATE PRICES. INSPECTION INVITED.
F. BLACKHEAD & CO. [98]

WEISMANN, LIMITED.

BAKERS
CONFECTIONERS
CATERERS
RESTAURANTEURS
14, Des Vaux Road Central.
Hongkong, 20th April, 1911. [49]

Notices

PARTICULARS and CONDITIONS of the letting by Public Auction, to be held on MONDAY, the 25th day of September 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Tai Ping Shan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1.	100' 0" x 100' 0"	10,000	\$100.00	\$1,000.00
2.	100' 0" x 100' 0"	10,000	\$100.00	\$1,000.00
3.	100' 0" x 100' 0"	10,000	\$100.00	\$1,000.00
4.	100' 0" x 100' 0"	10,000	\$100.00	\$1,000.00
5.	100' 0" x 100' 0"	10,000	\$100.00	\$1,000.00
6.	100' 0" x 100' 0"	10,000	\$100.00	\$1,000.00
7.	100' 0" x 100' 0"	10,000	\$100.00	\$1,000.00
8.	100' 0" x 100' 0"	10,000	\$100.00	\$1,000.00
9.	100' 0" x 100' 0"	10,000	\$100.00	\$1,000.00
10.	100' 0" x 100' 0"	10,000	\$100.00	\$1,000.00

FOUND.

ON 14th September a BROWN DONKEY, straying at West Point. Apply to the Inspector on Duty, Central Police Station. F.W. LYONS, Captain Superintendent Police. Hongkong, 14th Sept., 1911. [1330]

S.O.A.E.O.

AUTOGENOUS WELDING
Repair of Boilers and Kettle Cutting very quick of iron and steel.
Welding of Boiler Plates and of Broken Pieces.
Apply to 71, PRAYA-EAST, you will save time and money. [1198]

WING HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL. [1093]

ESTABLISHED 1900

DISS BROS. TAILORS

1, WYNDHAM STREET (Flower Street). 1379

THE ALEXANDRA CAFE "PERFECTION BREAD"

CRISP AND CRUSTY.

DELIVERIES TO ALL PARTS.

10, Des Vaux Road Central, next Hongkong Hotel, Tel. No. 909. [1121]

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE" PURITY AND QUALITY GUARANTEED.



Can be obtained everywhere in the FAR EAST.
ORIENTAL BREWERY LTD., Hongkong.
BREWERS AND ICE MANUFACTURERS.

THE "PRINCE OF PILSEN"

KUPPER BEER

THE LONG SHAPED BOTTLE WITH THE

LONGEST REPUTATION.

BEWARE OF COLOURABLE IMITATIONS.

Sole Importers,

CALDBECK

MACGREGOR & CO.,
Hongkong, 6th September, 1911. [61]

OUR CONTEMPORARIES

What They Think
China Mail.

Chloroform In Surgery.
What a god-send, chloroform has been to suffering humanity and how its use has simplified the work of medical research we all know perfectly well. People now do not shrink from committing themselves to its influence in cases where surgical operations are necessary as they did many years ago, for thanks largely to the extreme care with which the anaesthetic is administered by the medical faculty, its dangers are now reduced to a minimum and its benefits correspondingly enhanced. If, however, we may judge from the final report of the Chloroform Committee of the British Medical Association, which has been at work for nearly ten years, there has been a good deal of diversity of opinion as to what are "sufficient" and what are "excessive" quantities of absorbed chloroform in the human body for the purpose of surgical operations.

Daily Press.

Chronic Impecuniosity.
That most, if not all, of the troubles which overtake China at present are due to the financial difficulties which embarrass the Government is a proposition which will be readily admitted by those who have any knowledge of the affairs of the Middle Kingdom. China has come to a chronic state of impecuniosity, and it is doubtful if any other country in the world suffers from "the eternal lack of public pence" to the same extent. The possibilities of this vast empire are undoubtedly great, but their realisation is as yet so trifling and so tardy that her wealth remains inadequately exploited and her progress is in consequence restricted. The love of money is said to be the root of all evil, but the lack of money is the explanation of much of the dissatisfaction and unrest noticeable in China to-day. The national exchequer is unequal to the calls made by the growing demands of progress. Railways are deemed essential to the country's development; but they cannot be built without capital. The unthinking and the ultra-patriotic oppose foreign loans, but they are incapable of raising the money themselves, or unwilling; and they unreasonably expect that the Government will provide the means without recourse to foreign loans. They seem to be oblivious of the fact that the national revenue is so small that it cannot possibly cover the schemes which are suggested from every part of the Empire.

South China Morning Post.

Bringing the Boxers.
It is possible for a sportsman to be a Christian; and especially in the Northern counties of England there are numberless devout chapel-goers who on Saturday regularly enjoy an afternoon's coursing, and are not averse to "putting a bob on" with the street corner "bookie" on Monday morning. Their ethics may be faulty—that is a matter of opinion—but they are honest enough of purpose and free from sinful intent. We think there is little likelihood of the suggested fund being forthcoming, and "Massa Jack" will settle his differences with the courageous Bombardier as arranged. We regret to think Mr. Meyer should ever have conceived such a foolish idea as to seek to purchase a deliverance from what he no doubt is occasionally considering to be an exhibition of brutality. It is to be feared he has lost considerably in prestige in coming to Hongkong.

SILK CULTURE MANUAL.

A Manual of Philippine Silk Culture by Charles S. Banks, recently published by the Bureau of Science of the Government of the Philippine Islands, Manila, is based upon six years of experimental work with the mulberry and other rears of silkworms.

The mulberry silkworm, a normally monovoltine species, has been caused to produce 8 to 9 generations a year of healthy, robust caterpillars, from a stock imported from Ceylon, where it had normally produced 6 to 7 generations.

Among other things the quality and market value of Philippine silk are compared with that of European and Japanese silks, and it is shown that silk produced in the Philippines is little, if any, inferior to the best grades of silk grown elsewhere, with the advantage of 8 to 9 crops a year in its favour.

Hybridization of Bangal-Ceylon polyvoltine silkworms which produce yellow cocoons and Japanese monovoltine silkworms which produce white ones, resulted in the Philippines, in 2 rears of silkworms, producing white polyvoltine cocoons.

One industrial school, located at Batac, Ilocos Norte, has already taken up silk culture with its Filipino students with excellent success, and it is planned to start other centres throughout the islands. As present there is no commercial production of silk in the Philippines, but Mr. Banks' work demonstrates that a large new industry is feasible.

Although dealing in particular with experimental silk culture in the Philippine Islands this Manual will be of great interest and assistance to sericulturists in all countries.

The Manual contains minute directions covering the care and propagation of both mulberry and eri silkworms, diagrams of silk houses and reels and is copiously illustrated.

BIBLICAL STUDENTS CHANCE.

A Substantial Prize.

There is a six-thousand-dollar prize waiting for some Bible student, says an American exchange. This is the second biennial prize of \$5,000 on the Cross Foundation for an essay or treatise. In 1870 the late William Bross, of Chicago, lieutenant-governor of Illinois in 1866-70, desiring to leave a permanent memorial of his son, Nathaniel Bross, who had died in 1856, entered into an agreement with the Trustees of Lake Forest University whereby there was finally transferred to the Trustees a large sum of money, the income of which was to accumulate in perpetuity for successive periods of ten years, the accumulations of one decade to be spent in the following decade, for the purpose of stimulating the production of the best books or treatises "on the connection, relation and mutual bearing of any practical science, of the history of our race, or the facts in any department of knowledge, with and upon the Christian religion."

In his deed of gift the founder had in view "the religion of the Bible, composed of the Old and New Testaments of our Lord and Saviour Jesus Christ, as commonly received in the Presbyterian and other evangelical churches." His object was "to call out the best efforts of the highest talent and the ripest scholarship of the world, to illustrate from science or any department of knowledge, and to demonstrate, the divine origin and the authority of the Christian Scriptures; and, further, to show how both science and revelation coincide, and to prove the existence, the providence, or any or all of the attributes of the only living and true God, infinite, eternal and unchangeable in His being, wisdom, power, holiness, justice, goodness and truth."

The manuscripts are to be sent to the trustees of Lake Forest University, not before Oct. 1, 1914, so that there is ample time for preparation. Full particulars can be obtained by addressing President John S. Nellen, Lake Forest, Ill. The last prize was won by Professor James Orr, D.D., of Glasgow University, whose subject was "The Problem of the Old Testament."

TRAVELS IN TIBET.

An Adventurous Tour.

A letter received in Shanghai yesterday, says the "N. C. Daily News" of Sept. 15, from Mr. F. Kingdon Ward, contains an interesting account of travel in Tibet and the west of China. It may be remembered that in 1900 and 1910 Mr. Ward took part in an expedition which went from Shanghai to obtain zoological and botanical specimens from the mountains of the western borders of China, and following upon this, at the beginning of the present year, he proceeded to Rangoon thence to go on a further botanizing expedition to Tibet and the district surrounding. Writing on Aug. 5 from Batang, in West Szechuan, Mr. Ward states that he came from Rangoon to Bhamo, and thence through Tengyueh, Talifu, Chenchuan and Weiching to the upper Mekong. Here he turned northwards to Atunsi, and on by the direct route to Batang. He believes that he is the first European to do the Bhamo-Batang journey by the direct route. Cooper and the other travellers went down, while the last man there, Davies, went by Yaktu.

Failing to get permission to go to the river Salween, Mr. Ward went without, crossed the range from Teokow to Chamutong, up through the Lutzun country, and to Menkong in Tsauing, Tibet. Returning to Yangtze on the Mekong, he did so by climbing the sacred mountain, Dokerta. Mr. Ward had also been to the summit of the Yangtze watershed, the east of Atunsi, where he found a number of new plants, on several occasions reaching an altitude of over 17,000 ft. when botanizing. The day after writing, Mr. Ward was to start for Garthok in Tibet, and hoped to strike the unexplored region of the Mekong thence.

Lost in the Woods.

The only adventure which Mr. Ward had was while he was in Yunnan. He was lost for a night and two days in the forests above Weiching, at a height of 12,000 ft. and, this happening in the month of April, it rained and snowed alternately. He had no food with him, and for the time being he ate a rat. Fortunately he was none the worse.

Regarding the officials, Mr. Ward says that he has had only a small amount of fun with them, but has been extremely well treated by the whole. From Atunsi to Batang, about 100 miles of mountainous country, he did the journey in six days, which must be held to be a pretty good work. Going to Menkong he found himself anticipated by five days by Mr. J. H. Edgar, of Batang, and a Captain Bailey, from Peking. They had approached it from the north, Mr. Ward from the south.

The Chinese in Tibet.

Regarding the Tibetan troubles, Mr. Ward says that the Chinese have made an excellent job there and have been extremely active in the far west, all the way up the Salween, in the Pomed country, where they were fighting, and out to Lhasa. The Lhasa were being fairly well "squashed" down on the middle Salween, the Lutzun country was all quiet, as was also the Tibetan country east of Tatsienlu and north of the main road. Only in the Pomed country, between Batang and Chamdo, was there serious fighting at the time of writing. The monasteries at Atunsi and Batang were entirely destroyed, although the smaller ones had been rebuilt.

As a trade route the Talifu-Batang road seems, in Mr. Ward's opinion, absolutely finished, and even the Tibetan caravans, which use the Lichiang-Chuntien road in great numbers, merely pass through Atunsi on their way to Teatung and Lhasa, not Batang.

The Season.

The season, Mr. Ward says, had up to the time of writing, been rather dry, but there was no distress. On the other hand the rivers had been unusually high, indicating heavy rains on the Tibetan plateau. The Batang posts had been much delayed in consequence, and the Mekong impassable.

Mr. Ward hopes to return to Rangoon next January, and if so he will proceed to England. In these circumstances he expects to be back in Western China in 1913.

FEEDING A WARSHIP'S FURNACES.

The Stress and Strain of the Stoker's Calling.

"Full speed ahead! Shake her up!" shouts the navigating lieutenant on the bridge of the battleship. The listener hears the "ding-dong" of the engine-room telegraph-bell as the indicator, swinging over to the extreme point of the dial, the engineer below pulls a huge lever and opens the throttle-valve to admit more steam to the engine, and the vessel lurches the sea into an angry foam as the propellers thrust it forward through the waves.

That is the outward and visible part of the execution of the order, but deep down in the hull of the ship, perhaps below the water-line, there are souls to whom the command is quite as significant, and upon whom the officer's dependent for the extra speed he requires.

Working in white duck trousers, often stripped to the waist, the stokers persevere freely as they trim the coal, bank the fires, and generally arrange for the replenishing of the energy which the ocean greyhound is expending.

The King in the Stoker's Hold.

The temperature is high, the working space is necessarily confined, and the hard manual labour is intensified by the action of the heading or jacked for the work.

The engineers and shipbuilders have carried out their contract, the artificers have tended and kept every part of the mighty machine in perfect order, but it depends upon the stoking to produce the speed from the vessel which it was intended she should attain.

His Majesty King George popularised himself among the stoker ratings of the Service when, on his trip to Canada, he went below and joined the men making up the fires of the Indomitable, and there is no doubt that his Majesty realised in practical fashion the value of the work carried on, unseen on deck, at all the battle practices and manoeuvres.

The Dangerous Side.

The stoker is subject to many and great dangers, as illustrated by the recent accident on the torpedo-boat destroyer Kangaroo when off Beachy Head on July 21. The vessel was carrying out speed trials, the engines being urged to their utmost capacity, when a steam-pipe burst. The accident was such as might occur to any boiler, marine or otherwise, the power of superheated steam being so tremendous that the slightest undetected blow-hole or flaw in a pipe may develop into a split, under pressure at any time, and the inevitable result is a deadly rush of steam from the fracture.

There was a pressure of 200 lbs. to the square inch in the boilers when the catastrophe occurred; two men were killed outright, and four others seriously injured before their comrades could effect a rescue.

The escaping cloud of steam was visible from Beachy Head, four and a half miles from the destroyer.

Qualifications and Pay.

Stokers do not join the Service as boys, like seamen; they are recruited between the ages of 18 and 23 years (25 in special cases) from able-bodied men who can pass the physical tests and standards.

They sign on for either a period of twelve years as "continuous" stokers, or as "special service" stokers for five years with the active fleet and seven with the Royal Fleet Reserve.

They are not required to be trained men, as the work requiring extra skill is performed by artificers; but they are sent to an establishment such as the Victoria, at Portsmouth, to be taught their duties.

They receive a free kit on entry, and no charge is made for rations. Their pay rises from 6s. 11d. per week to 39s. 6d., the latter being the amount which can be earned by chief petty officer stokers.

Men who show special intelligence, or mechanical ability, are given the opportunity of

becoming "mechanicians," which branch of the Service opens up for them a more promising career. Those chosen are given a short course of special instruction, and after passing an examination are able to earn from 51s. 6d. to 45s. 6d. per week.

Extra pay can also be earned when serving in torpedo-boats or in the tropics, and there are opportunities of adding to the amount by becoming engineers' writers or yeomen of stores.

The Well-Trained Man.

As in other branches, the stokers get extra allowances for good conduct, so that they can obtain a good remuneration for their services, with the promise of a pension upon leaving.

The duties are undoubtedly arduous and dangerous, but there is usually a good, steady influx of suitable recruits willing to undertake them, and many men who are to-day tending boilers and engines in civil establishments learned their tasks in the first instance in the Royal Navy in their early days, upon which they look back with pride.

Many employers in our cities show a marked preference for ex-members of the Service, knowing that the sense of discipline has been firmly grafted in anyone who has served therein. The Navy Employment Agency finds positions for hundreds of men annually, while many Government posts are reserved for ex-naval stokers and seamen.

OPIUM.

A good deal of scepticism was expressed, by ourselves and most other Englishmen, as to the probable results of the expressed intention of the Chinese Government to abolish the cultivation of opium. It seemed extremely doubtful whether they had the power or the will to stop the growth of the poppy on a large scale, and some people expressed the opinion that the Imperial Edict was merely meant to impress the world, and was hardly intended to have any effect in China itself. It must be admitted that in this case the suspicion of the Colonial was unjustified. A British official, whose report has just been issued by the Foreign Office, speaks of travelling through various Chinese provinces where opium was formerly cultivated, and finding little or no trace of it. "Not only did the Governor and Provincial Assembly" of Shansi, says the report, "assure me of absolute suppression, but all British subjects with whom I came in contact informed me that, to the best of their knowledge and belief, opium was no longer a product of Shansi." (It was the same story in Szechuan, which was for many years the leading opium-producing province in China. The British Consul-General there writes, after a tour of inspection, that "in not one district did he observe the poppy, and the result of his investigations was fully confirmed by the testimony of missionaries. They had neither seen the poppy nor heard of its cultivation during the season of 1910-11." These testimonies seem to prove the sincerity of the Chinese Government; the real difficulty will come with the inveterate opium-smokers. Deeply-rooted customs, such as opium-smoking, are things before which even despots sometimes quail. And we have heard no evidence to show that there is a revolt against the use of opium. "The Globe."

Water-finding.

By means of a modification of the microphone a French inventor has been enabled to find springs of water as far as 50 feet under the surface of the ground, and it is supposed that this instrument will be of great value to miners, prospectors and persons similarly employed, as well as a means of locating miners who may be entombed by accident. A tube is thrust into the ground for a few feet and the improved microphone is attached to the upper end and the noise of flowing or dripping water is clearly heard. After this it is a simple matter to find the exact location of the water. The apparatus has been tried and its success demonstrated.

Prepaid Advertisements.

25 WORDS \$1 for 3 insertions or \$2 for one week.

BOARD AND RESIDENCE—HOMEVILLE, Morrison Hill, splendid view of the harbour, 10 minutes from Post Office by electric cars; entrance 153, Wandui Road. Apply at the house. [128]

TO LET—TWO ROOMS suitable for offices in St. George's Buildings, 3rd Floor. For particulars please apply to F. Blackhead and Co. [131]

WANTED: CHINESE ASSISTANT CLERK; must be able to read and write English. Apply stating salary required with references to H. H. Hongkong Telegraph. [132]

Notices

NOTICE.

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Company's Offices, on SATURDAY, the 23rd September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st June, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd September, both days inclusive.

DOUGLAS LAMPAIK & CO., General Managers. Hongkong, Sept. 14th, 1911. [1459]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on TUESDAY, the 26th September, 1911, at 6.30 p.m. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing officers for the ensuing year, &c.

A. V. MONK,

Act. Hon. Secretary.

Hongkong, 18th Sept., 1911. [1460]

V. R. C.

ANNUAL SWIMMING SPORTS.

THURSDAY, 21st September. Commencing: 5 p.m. FRIDAY, 22nd September. Commencing: 5 p.m.

SATURDAY, 23rd September. Commencing: 4 p.m. 100 yards, 220 yards, 440 yards, and 500 yards Championships of the Colony, and many other events.

MILITARY BAND in attendance on Saturday, 23rd, on which day afternoon tea will be provided for Ladies. ADMISSION: Non-members \$1 each day, Ladies 50 cents each day. Hongkong, 18th Sept., 1911. [1463]

BIJOU SCENIC THEATRE.

FLOWER STREET.

Cinematograph Vaudeville.

7.15 p.m. { EVERY EVENING } 7.15 p.m.

MISS VERA FERRACE.

MISS VERA FERRACE, our popular Artist and

The Latest Brilliant Moving Pictures.

7.15 p.m. { PICTURES ONLY } 7.15 p.m.

Electric Fans throughout Theatre.

Leases & Manager: R. H. STEPHENSON, Hongkong, 7th Sept., 1911. [1464]

Terra-cotta.

In the erection of the building for the State Educational Department at Albany, N. Y., a saving of more than \$500,000 was effected by the use of terra-cotta without in the least sacrificing the appearance of the structure. The greatest item was in the capitals for the columns surrounding the building. There are 28 of these and the "caps" are about 12 feet high. It was at first intended that these should be carved out of marble to match the remainder of the facade, but it was discovered that the substitution could be made without being apparent, and so the terra-cotta was adopted.

Intimations

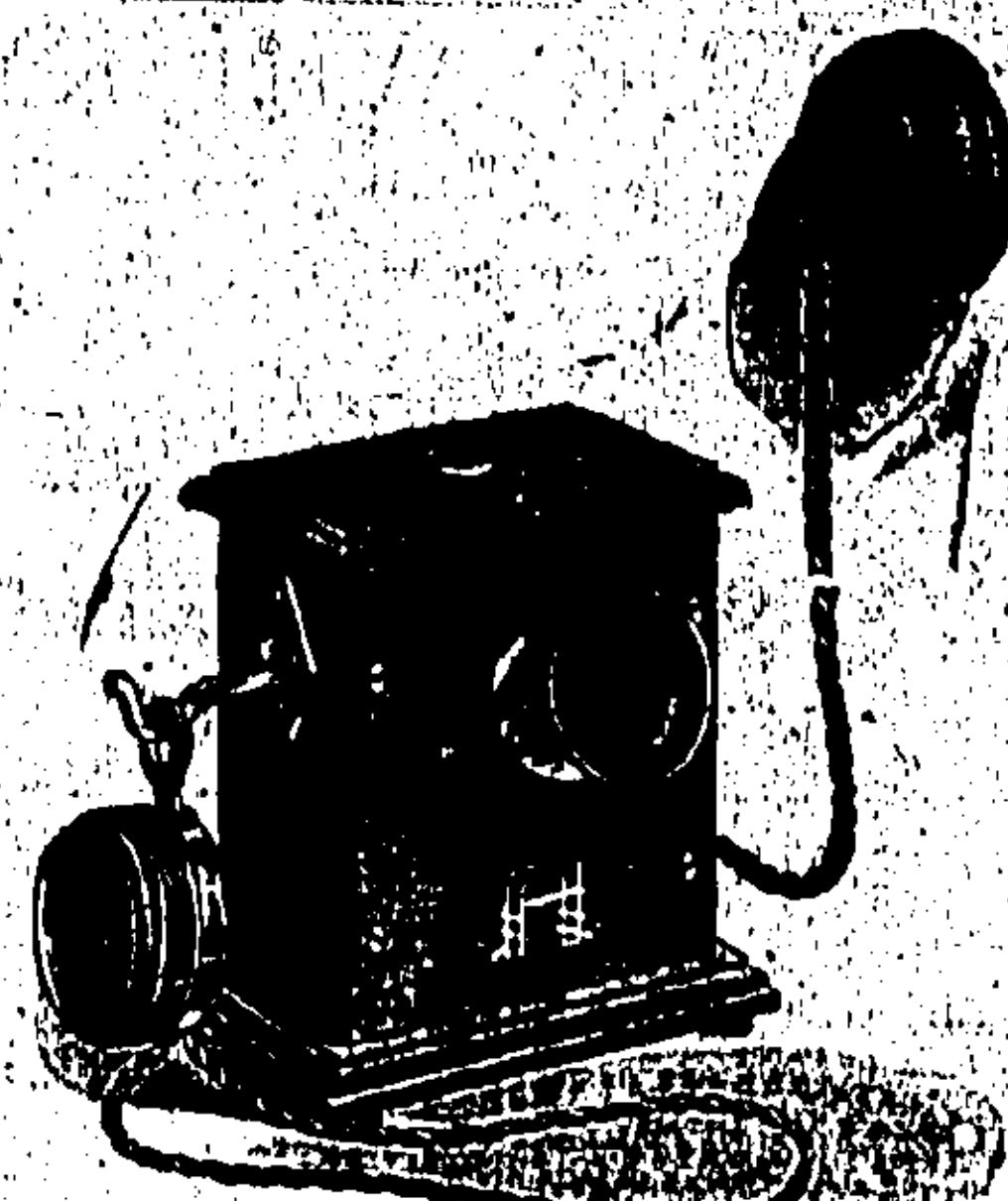
THE GENERAL ELECTRIC CO. OF CHINA, LTD.

Telegrams "Sparkless." Telephone 518. 10, Des Vaux Rd., Hongkong.

HEAD OFFICE: 7 JINKEE ROAD, SHANGHAI.

DIRECT AGENTS OF THE MANUFACTURERS OF ALL KINDS OF

ELECTRICAL MACHINERY, APPARATUS, FITTING ACCESSORIES, TELEPHONES, WIRES and Cables, &c., &c.



RETAIL SUB-AGENTS—

WM. C. JACK & CO.,

14, Des Vaux Road, Hongkong.

SOUTH MANCHURIA RAILWAY

SHORTEST & QUICKEST ROUTE BETWEEN

THE FAR EAST & EUROPE.

via DAIREN.

SUMMER SCHEDULE.

Effective from May 1, 1911.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains, and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

Class	Fares	Shanghai (Steamer) L.V.	Dairen (S.M.R. Train) L.V.	Changchun (S.M.R. Train) L.V.	Harbin (Russian Train) L.V.	Mon.	Tue.	Wed.	Thurs.	Fri.	Sat.
\$10				6.00 a.m.	1.00 p.m.						
Y14.95				2.05 "	8.30 "						
Y11.60				8.30 "	9.30 "						
R 9.60				9.10 a.m.							

Connecting at Harbin with

SOUTH BOUND.

Class	Fares	Harbin (Russian Train) L.V.	Changchun (S.M.R. Train) L.V.	Mukden (S.M.R. Train) L.V.	Dairen (Steamer) L.V.	Shanghai (S.M.R. Train) L.V.	Mon.	Tue.	Wed.	Thurs.	Fri.	Sat.
R 9.60			11.20 a.m.	6.25 p.m.	10.30 "	6.10 a.m.						
Y11.60			10.30 "	6.10 a.m.	8.25 "	1.50 p.m.						
Y14.95			8.25 "	1.50 p.m.	Noon							
Y46.00												

Connecting at Harbin with

* Russian Train Time is 25 minutes ahead of the S.M.R. Time. For distance 6 p.m. by the former is 5.37 p.m. by the latter. Supplementary Charges on DAIREN—CHANGCHUN Service: Express Extra Fare Y8.00 Sleeping Car Surcharge Y3.00 TICKET AGENTS.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thomas, Ogden & Son, and Messrs. Harmsworth & Co., Ltd., London. RAILWAY HOTELS.—Yamato Hotel (Tel. Add.: "Yamato") Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY DAIREN.

Tel. Add.: "Manche-u." Code: A.R.C. 5th Ed. A.T. 1st Ed.

FUSHUN COAL.

THE BEST STEAMING COAL IN THE FAR EAST

Output 8,000 tons per day.

Fresh stock always on hand at Dairen, Fushun, and Tientsin. Agents: MITSUI BUSSAN KAISHA, LTD. (Incorporated in Japan) 1911.

SOUTH MANCHURIA RAILWAY COMPANY DAIREN.

Tel. Add.: "Manche-u." Code: A.R.C. 5th Ed. A.T. 1st Ed. Agents: MITSUI BUSSAN KAISHA, LTD. (Incorporated in Japan) 1911.

A. S. WATSON & CO., LTD.,

ESTABLISHED A.D. 1841.

WINE and SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY.

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. Watson & Co., Ltd.,

ALEXANDRA BUILDINGS.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—
Daily issue—\$30 per annum.
Weekly issue—\$13 per annum.

The rates per quarter and per annum, proportionally. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, THURSDAY, SEPTEMBER 21st, 1911.

MOTORING IN HONGKONG.

The tragic incident related in a recent telegram of a motor-car "running amok" and crushing out of existence six men, once more calls attention to the high price that mankind has to pay for his triumphs over time and distance. Scarcely a day has passed lately in which some daring airman has not paid the penalty for challenging the most unstable of mundane elements, and now this ghastly motor-car accident comes to remind us that even on land an instrument of speed that has ceased to be a novelty, guided by a man of ripe experience, may become within the space of a few tragic moments a veritable juggernaut.

It is not, however, of the tragedy reported from New York that we wish to speak at this juncture. The motor-car is with us at Hongkong and, to borrow an expressive phrase from the other side of the Pacific it "has come to stay." It may be well, before proceeding further, to define our position. We do not hold that of necessity a man must be a miscreant because he owns a motor-car, or that benefit of clergy should be denied to anyone because he happens to be a chauffeur. We recognise that the motor-car is an agent of utility and convenience and, if some medical authorities are to be believed, of health. Against motor-cars, and against their sane and legitimate use and enjoyment, we are not sufficiently foolish to raise a word of protest. But, unhappily while the owner of a car may not necessarily be a criminal, its ownership (or the possession of a chauffeur's license) does not always supply faculties and attributes which Nature has denied. The man who controls a car on the public highways has the lives and limbs of other users of the roads to some extent at his mercy. He has precisely the same rights as every other driver of a wheeled vehicle, neither more nor less, and he has the same responsibilities. The local regulations demand that he shall drive at a rate that will not endanger others and that he shall exercise all reasonable care to prevent the occurrence of accident. Some local drivers of motor-cars recognise their responsibilities and duties; others, unfortunately, do not. A case was recently heard at the Magistracy in which a chauffeur was charged with driving his motor-car in a furious manner. Two witnesses stated that he had driven "furiously," both stated that the manner in which he drove was a danger to the public. It was also shown that he turned corners while driving down hill at a furious rate without sounding his horn. Mr. Wood, who tried the case, after lecturing the defendant, warned him that if he knocked anyone down by his reckless driving or if persons had to rush to keep out of his way he would be convicted and fined and then discharged him. If we follow the learned magistrate's logic, the offence in this connection consists of being unlucky enough to kill or maim someone, not in breaking the speed regulation. We take leave to doubt whether this be sound law. But, if it is necessary that someone should be injured before a breach of the regulations becomes punishable a possible case in point has already presented itself. The Rev. Father Monnier was riding on a motor-bicycle on September 6, when he was overtaken, knocked down, rendered unconscious and seriously injured by a motor-car. We can comment freely on the case, because it is not *sub judice*. But, we may fairly ask, why has the case never been brought before those who administer the law? The hard conditions upon which Mr. Wood apparently insists have been fulfilled. A gentleman has sustained grievous bodily harm in circumstances that suggest that he may have been the victim of reckless driving. Why have the police not given Mr. Wood an opportunity of showing an interested public what punishment he would deem adequate for the offence of knocking a reverend gentleman down and rendering him helpless? The sacred calling of the sufferer might properly prevent

him from taking legal steps, but the police could bring the charge and call Father Monnier as a witness. In the public interest they should have done so. They should do so now. The rights of the many should be protected against the carelessness or recklessness of the few; and we feel that on our part we are only doing our duty in demanding that action should be taken by the proper authorities when an incident has occurred which fulfils the very conditions that the Magistracy implies are essential for a conviction. Will that action be taken? We have no desire to prejudge the case. It may be that the motor-car was not exceeding the speed limit and there may have been other extenuating circumstances. If so, the Magistracy is the place where they should be made public.

SIR ROBERT HART.

The great I.-C. is dead. There has been no European associated with China since first the Empire became known to Westerners who has been so closely connected with her national life as Sir Robert Hart. He knew his China as thoroughly as it was possible for a European to know that mysterious country, though he himself was the first to admit that that knowledge amounted to very little. Speaking to Marquis Ito shortly before the Boxer trouble he said:—

"China is indeed a difficult country. A year or two ago I thought I knew something about her affairs, and I ventured to commit my views to writing. But to-day I seem to have lost knowledge. If you asked me to write even three or four pages about China, I should be puzzled to do so."

Sir Robert received his appointment at the age of twenty-six. He was born in County Armagh in 1835. He entered the British Consular Service in 1854 and filled various subordinate positions at Hongkong, Ningpo, and Canton until 1858 when by special permission he was allowed to resign and to enter the Chinese Imperial Maritime Customs. By 1863 he had proved his value and became Inspector-General. In 1885 he was offered the post of British Minister in Peking, but this honour he declined, and, although he was compelled by health considerations to relinquish his active duties, he has continued to be the titular head of the great service, which owes almost everything to his judgment and his genius.

On numerous occasions Sir Robert was of invaluable service to the Manchu dynasty in the capacity of an unofficial adviser. His honesty to his employers, the Chinese Government, was so well understood by the Imperial House that his advice on matters affecting China and other Powers was frequently sought and was received with more respect than that of even the most trusted Chinese counsellors. This honesty was necessarily resented by some Europeans, who considered that Sir Robert should have adopted a pro-foreign attitude on such subjects. Most will think, however, that his ethics were sound and that he chose the path of honour. Criticism has also been passed in regard to the system of prohibition in the Customs Service, but it would be almost impossible for any man who had been head of a great department employing several thousand men to escape hostile remarks in this connection. Such criticisms may well be buried in the grave with the mortal remains of the great man who has passed away. How much greater he was than his critics the judgment of posterity will show.

DAY BY DAY.

Who does the best his circumstance allow;
Does well, acts nobly; angels could no more.

Mr. R. J. Wilkinson, the Colonial Secretary, Straits Settlements, has taken up the duties of his office. Mr. J. R. O. Aldworth, Under-Secretary, F. M. S., gets the new appointment of Protector of Labour in Class I of the F. M. S. Civil Service, and Mr. A. H. Lemon, who has for some time been acting Colonial Secretary, Straits Settlements, becomes Under-Secretary in place of Mr. Aldworth.

Share Quotations.

The following are the changes in to-day's share quotations:—
Bank—\$890 sales; North China \$160 buyers; Cantons \$208 buyers; China Fines \$126 buyers; Steamboats \$23 sales and sellers; China Sugars \$138 sales; Luzon \$26 1-2-27 buyers; Raubs \$2.70 buyers; Tronohs \$67 sales; Hongkong Lands \$100 sales; West Point \$45 1-2 buyers; Green Island Cements \$4.05 buyers.

Shanghai's Commercial Paper.

The following is from the "N. C. Daily News" of Sept. 15:—
"We are asked to announce that 'Capital and Commerce,' his suspended publication, although that fact was possibly deduced last Saturday when the periodical failed to appear. During the all too short space of its existence 'Capital and Commerce' made for itself a name for well-informed, sincere and impartial criticism and an abundance of sound information; and its disappearance is much to be regretted."

A Weird Story.

The "Sourabaya Courant" of the 6th instant states that it received information from Koepang that on August 26 an English Squadron consisting of four ships appeared in the roads there. It did not seek communication with the land and coasted from a coal-ship that accompanied the squadron. The squadron did not fire the customary salute to the shore of the military resident, who has sent in a complaint to the Governor-General.

The Netherlands India Supreme Court has confirmed the sentence of 12 years passed by the lower court on the three prisoners convicted in the recent Hongkong Bank theft case.

Typhoon Warning.

The following telegram was received by the American Consulate General from the Manila Observatory at 11.15 this morning:—
"Cyclone or typhoon N. of Naha, moving N."

Wife's Missing Jewellery.

One of the Queen's College masters has informed the Police that between the 15th and 20th inst. his wife was robbed of jewellery to the value of \$300.

Death in the Street.

The body of a Chinese male aged about twenty-three was yesterday discovered lying in an alley-way near the Western market. The man was alive at the time, but he died on the way to the mortuary.

Rice at Singapore.

According to the "Straits Times" of Sept. 14, a better outlook was noticeable in the Singapore rice market on that date, the demands of sellers having become more modest.

New Chinese Dollar.

Although it was expected that the new standard dollar to be coined at the Tientsin Mint was to be put into circulation in May last, it has not yet been issued, says the "N. C. Daily News." It was originally arranged that these dollars were to be struck at the Tientsin Mint only. But apparently a new decision has been arrived at, as 150,000 of these coins are being turned out every day from the Mint at Nanking. So far only two specimens have been allowed out of the Mint, one to the Viceroy and one to the Tartar General at Nanking. The new coin differs from all the Chinese dollars issued hitherto, inasmuch as the Dragon is made to circle round the obverse instead of occupying the centre space. It is understood that four million dollars of a special design which were struck during the first year of the reign of Hsuan-Tang, and which have never been issued, are to be melted down to help to provide silver for the new issue.

The new Viceroy of Hayti, General Legitime, has been recognised by the Government at Washington.

The "Japan Gazette" reports that the funds collected by the Saisei-kai (Imperial Gift Relief Association) amounted to ¥23,124,000 up to noon on September 10.

The State Department at Washington has been advised that war between Bolivia and Peru is imminent. There has been a clash between troops on the border, and a Bolivian mob burned the Peruvian Legation at La Paz.

Share Quotations.

In our issue last night, through faulty proof-reading, Green Islands were quoted at 3.50 instead of 3.90.

"Face Fungus."

A native of the Allier department, in France, M. Louis Coulon is the owner of the longest beard in the world, his hairy appendage extending to no fewer than 11 ft. from his chin. He is said to experience great difficulty in avoiding to step on it when he walks. M. Coulon is about eighty years of age.

Women Writers.

Women writers appear to be on the increase, says a Home paper. A publishing house has advertised a list of 17 forthcoming novels in this paper, and of these 10-12 bear the names of ladies—for one is a partnership novel. A similar proportion appeared in another list a few days ago. Now, of past and present women writers in the whole world's catalogue, who is likeliest to enjoy perpetual fame? Shall we say George Eliot or George Sand? (Ruskin would have said No to both). Shall we say Sappho, Tennyson's "one great woman poet of the world," or Mr. "Bluestocking" Montagu, who departed this life 111 years ago?

A Japanese Airship.

An airship invented by a Mr. Yamada on September 9 made a successful flight from Shinjuku, a suburb of Tokyo, to Otsu, near Shinagawa, keeping at a height of three hundred metres.

Pilgrims.

The number of pilgrims to Mt. Fuji during the period from July 21 to August 31 was 14,543; of whom 263 were foreigners. As usual each year, the mountain was closed to pilgrims on the 31st ultimo.

Straits Stamps.

A very distinct difference is noticeable in the latest reprint of 4-cent stamps for the Straits Settlements, says the "Straits Times." They are of much lighter colour than the previous ones of the same denomination and may be of interest to philatelists as distinguishing what is probably the last issue bearing the portrait of the late King Edward.

Cricket Team for Australia.

The last place in the team for Australia was offered to Vine, of Sussex. Assuming that he accepted, and that Hittell got permission, the side will consist of the following 15 players:—P. F. Warner (Middlesex), (captain); F. R. Foster (Warwickshire); J. W. H. T. Douglas (Essex); J. B. Hobbs (Surrey); H. Standwick (Surrey); W. Hitch (Surrey); W. Rhodes (Yorkshire); S. E. Barnes (Suffordshire); George Gunn (Notts); J. Linnenger (Notts); S. Kinneir (Warwickshire); E. J. Smith (Warwickshire); F. B. Woolley (Kent); D. Mead (Hampshire), and J. Vine (Sussex).

Globe Circling.

Keen interest is being shown here, says a Paris telegram of Aug. 25, in the finish of the race round the world undertaken by M. Jaeger-Schmidt, a journalist on the staff of the Paris illustrated daily "Excoeur," which is expected to take place early tomorrow morning. The start was made from Paris on July 17 at 11.30 a.m. 41 3-5 sec. p.m., and the globe-trotter hoped to circle the world in forty days. He is due at Cherbourg in the White Star liner Olympic at eleven o'clock to-night, and barring accidents should complete his journey in just over thirty-nine days, having gained several hours on schedule time en route. A special motor-boat will take M. Jaeger-Schmidt ashore at Cherbourg, and he will immediately be driven off to Paris in a powerful motor-car, arriving here about 6 p.m.

Sign-Board Missing.
Mr. C. E. Warren, of Des Vaux Road, has reported to the Police the loss of a sign-board.

Armed Robbery Case.

It will be remembered that an armed robbery was recently committed in Canton Road, Tsim-tai-tai, by five men, of whom two escaped. One was convicted and sentenced at the last Sessions. The remaining two were brought up at the Magistracy this morning and remanded till 2.15 p.m. on Monday.

Gamblers in Court.

Nine men were charged in the Police Court this morning with gambling at No. 4, Bowrington Road. The two keepers were fined \$50 each and the players \$3 apiece. A fine of \$10 was also imposed on a Chinaman for street-gambling at Tsim-tai-tai.

Should not Get Lost.

The "Sourabaya Handelsblad" learns from Kota Radja that a missing patrol under sub-Lieutenant Neutter (a detachment of which had been reported a few days before to have been discovered in an exhausted condition) has been found. Eight European soldiers perished out of 37. Of the prisoners and hired coolies there were 30 left. The "Locomotief" in commenting on this incident states that a military patrol has no business to lose its way.

Coconut Culture.

The British North Borneo Government are prepared to encourage the cultivation of coconuts by selling certain land for this purpose on specially favourable terms, namely, a premium free grant carrying a 50 cents per acre rent for the first five years, and a \$2 to \$3 per acre rent thereafter. This would enable a private individual or syndicate to commence operations with a comparatively small capital, to pay the enhanced rent out of the profits of the sales of nuts, which should be on the market by the time this rent became due. A strict cultivation clause and provision for resumption or payment of premium in case of the land being applied to other purposes, would be included in the lease.

Garrison Orders.

Field Firing with Machine Guns will be carried out by the 8th Rajputs on the 30th inst., between the hours of 8 a.m. and 11 a.m., from the Hill between Kowloon "A" and "B" ranges, in the direction of Shatin Pass. No. 5 Co. H.K.S.B. (R.G.A.—1 man, pers. "Lighting," on 18th instant, from Calcutta. Joined on enlistment.

Leave of absence, on private affairs, to the neighbouring countries, has been granted to Lieut. Parkey, R.G.A., from September 20 to October 18, 1911, inclusive.

Capt. G. H. Addison, R.E., having returned to duty on 11th inst., the unexpired portion of his leave of absence, viz., 11th Sept., 1911, is cancelled.

The gun-practice referred to in G. O. No. 37 has again been postponed. It will take place tomorrow (Friday).

The following details left the Command on 20th inst., per R. & O. s.s. Sardinia, for England:—R.G.A.—2 men, juveniles for discharge 1st Bn. K.O.Y.L.I.—2 men discharged.

The Rev. Fr. A. Placzek resumed spiritual charge of the R.O. Troops in Hongkong, with effect from 18th inst. His address is:—St. Joseph Church, Garden Road, Hongkong. Officers Commanding Units will forward to Rev. Fr. A. Placzek, Acting Roman Catholic Chaplain, by 25th inst., nominal rolls of Roman Catholic families, present in the Colony, together with their addresses.

Detail of Officers for the ensuing week:—Visitor, Detention Barrack:—Major L. E. B. Dykes, R.G.A.; Field Officer for the Week:—Captain J. C. Grafton, 12th B. Highland Infantry; Next for Duty:—Captain P. D. C. Johnston, 8th Rajputs; Subaltern Officer for the Week:—An Officer, 1st Bn. K.O.Y.L.I.; Next for Duty:—An Officer, A.S.C.; To furnish Night Guard at Kowloon Military Hospital during ensuing week:—8th Rajputs.

There will be a meeting of the Garrison Recreation Club in the Soldiers' Club on Saturday next at mid-day. Units are requested to send representatives.

The Rev. O. E. Darwent, Minister of the Union Church, Shanghai, arrived here to-day by the G. M. S. Derflinger. Mr. Darwent is returning to Shanghai after a well-earned furlough at Rome.

From Peking it is reported that Third Secretary, the Hon. P. M. Ramsay, of H.B.M. Legation, has been promoted to be second Secretary in Paris, and has left for France by the Siberian mail. He will be succeeded by Sir H. P. Somerville Head, Bart, now at Madrid.

The "China Critic" reports:—In compliance with the orders of the Canton-Hankow-Szechuan Railway Company, a German firm in Hankow is reported to have ordered from the United States 55 locomotive engines and a number of carriages to be used on the line.

Rear-Admiral Murdoch, Commander-in-Chief of the U.S. Asiatic Squadron, has been spending the past few days at Nanking, says the "N. C. Daily News" of Sept. 14, and continues:—On Tuesday he paid a visit to Viceroy Chang, Jen-chun, being accompanied by Commander Blenheim, of the Saratoga; Commander Chester, Mr. Knopfer, of the Helena; Commander W. G. Miller, of the New Orleans; and Lieut. D. W. Bagley. Yesterday afternoon the Viceroy paid a return call on Admiral Murdoch at the U.S. Consulate, the flooded nature of the streets preventing His Excellency from visiting the flagship.

Cholera at Mecca.

The fact that cholera is now epidemic in Mecca is notified in the Straits Settlements "Government Gazette" for the information of the local Mohammedan community.

Kowloon-Canton Railway.
It is rumoured, and there appears to be some foundation for the rumour, that the Viceroy of Canton will not attend the opening of the Chinese section of the Kowloon-Canton Railway.

Explosion on a Warship.
The "Sourabaya Courant" of the 2nd inst. gives an account of a terrible accident that day on board the Dutch man-of-war Herzog Hendrik, while at gun practice in the Straits of Madoera, which cost the lives of two marines and a bluejacket. Ten others were more or less badly wounded. The accident happened during the serving of a 6-inch gun in quick-firing practice, when the breech suddenly flew open with the re-uterated. There is some uncertainty as to the cause of the mishap. Some ascribe it to the concussion caused by the firing of the big 10-inch gun, which loosened the locking action of the smaller gun at a critical moment. The practice was immediately discontinued and a wireless message was sent to the Tromp, which therefore put into the harbour of Sourabaya, where arrangements for assistance were got in readiness beforehand to await the arrival of the Herzog Hendrik, which came in a few hours later.

China's Currency.

A tea merchant from Chekiang arrived in Hankow with \$10,000 of the Nanking mint, which he wished to use in his business. The dealers refused to accept them on the ground that they were the coinage of another province. The merchant complained to the treasurer, who has issued a notice ordering that all Chinese dollars shall pass current alike without discount, and pointing out how ridiculous it is for people to refuse the money of their own country while they accept foreign money gladly.

Trouble at Tientsin.

The Tientsin correspondent of the "N. C. Daily News" writes:—A sect, or society, known as the "T'ai Pangs" have been much in evidence in our neighbourhood lately. No one seems to know what their real object is, and probably they have only hazy notions about it themselves; but they are sufficiently numerous to cause the officials considerable anxiety. In Laiwan-shan they have attained such strength that the officials have adopted the safe and dignified course of ignoring their existence. In all quarters and disputes they stand by each other and are consequently much feared by the poor classes. It is reported that all the leaders in Tientsin are members of the society.

TROUBLE IN NEW TERRITORY.

Villagers Attack Rice Shops.

News has been received from the New Territory that disturbances have taken place in the village of Au Tan within the last three days. It appears that on the 18th instant, three shopkeepers were loading a junk with rice destined for Hongkong, when several hundreds of villagers quickly collected, boarded the junk and carried away the rice. Others also intercepted the coolies and seized all the rice they could lay their hands on, to the total value of \$240. The cause of the outbreak has been traced to the scarcity of rice at present prevalent, which has sent up the price in the New Territory. The villagers determined, if possible, to prevent the exportation of the cereal into Hongkong and thus avoid having to pay higher prices. As a result of the disturbance, twelve men and two women were arrested and charged with larceny of rice and were yesterday brought up at the Magistracy and convicted.

COMPANY MEETINGS.

North China Insurance Co., Ltd.

The following is the report for presentation at the eighth ordinary general meeting of shareholders in the North China Insurance Co., Ltd., which is to be held at the offices of the Company, No. 16, The Bund, Shanghai on Tuesday, October 3, at 4 p.m.:

The Directors beg to submit, for the information of Shareholders, the annexed duly audited Statement of the Company's Accounts to June 30, 1911.

1910.—The Balance at Credit of this Account is Taels 206,220.03 and, after deducting an interim dividend of 10 per cent, aggregating Taels 40,851.03 paid on 4th May last, there remains a sum of Taels 165,369.87 which the Directors recommend should be appropriated in the following manner:—

A Final Dividend of 10 per cent. on the Paid-up Capital.

A Bonus of 15 per cent. upon Contributory Premiums.

Taels 55,000.00 transferred to Silver Reserve, bringing that Fund up to Taels 340,000.00.

And the Balance to be transferred to Underwriting Reserve Account, closing the Account for 1910.

As outstanding risks have been running off satisfactorily, it is proposed to transfer £15,000 from Underwriting Reserve Account to the permanent Sterling Reserve, thereby bringing this Fund up to £140,000.00.

1911.—The Balance of credit of Working Account to 30th June amounts to Taels 270,115.06.

Directors.—In accordance with the provisions of the Articles of Association the Directors all retire but, being eligible, offer themselves for re-election.

Audit.—The Accounts have been audited by Messrs. Wingrove and Hayter, who again tender their services to the Shareholder.

By Order of the Court of Directors.

H. G. Simms,
Secretary.

Shanghai, 5th Sept., 1911.

MACAO DELIMITATION.

[THE "TELEGRAPH" CORRESPONDENT.]
Canton, September 20.

In compliance with the request of the Ministry of Foreign Affairs to despatch to Peking an official well versed in the Macao delimitation question previous to opening negotiations with the Portuguese Minister in Peking regarding this matter, H.E. the Canton Viceroy has intended to despatch Tsoai Wei Han, former managing director of the Chinese section of the Canton-Kowloon Railway. As the Tsoai is, however, busily engaged in the reorganization of the Canton navy and as his services cannot be dispensed with, Tsoai Shah Kook Mow has been appointed in his place. The Tsoai is now preparing data concerning the Macao dispute, and will soon start for the North.

THE INTERMINABLE BANKRUPTCY CASE.

The trial of Ng Tez Sau for alleged offences against the bankruptcy ordinance, was continued this morning before Mr. Justice Comport, Acting Chief Justice, at the Supreme Court. It was not without incident, for within half an hour Mr. Pollock, K.C., appearing for the prisoner, entered no fewer than eight objections over the introduction of certain letters which he complained had not been produced at the previous trial of the case. He urged that the documents had been spring on him and he had had no opportunity of considering his position.

Arising out of the finding of some colours on a chart, Mr. Pollock remarked that the case was one of hourly antiquity. (laughter)

THE GOLD CROSS OF THE KREMLIN.

The St. Petersburg correspondent of "The Times" writes under date August 10:—In collecting mementoes of the Napoleonic invasion for the Centenary celebrations in Moscow next year, attention was drawn to the memoirs of the Comte de Segur and other French contemporaries regarding the fate of the great Cross of Ivan Veliky, the church which dominates the Kremlin.

Napoleon had this cross pulled down, believing it to be of solid gold and intending to have it placed over the Dome des Invalides. He was prompted to this act by a desire to punish the Russians for setting fire to the city, especially as the cross was popularly believed to have a legendary connexion with the greatness of Russia. With enormous difficulty the cross, measuring 15ft., was brought down, and, according to Segur, had to be abandoned on the march to Smolensk, being sunk with a quantity of other impoliments in Lake Semlevo. The lake having been recently drained, a careful search was made, which brought to light innumerable remains of dead horses, harness, carts, uniforms, &c., but no trace of the cross.

Letters published in the *Norve Fremda* argue that it never left Moscow and was probably buried under the wreckage of the Kremlin caused by the blowing up of its buildings at Napoleon's command. The real gold cross remained undetected on one of the churches which escaped destruction.

German Club Robbery.

For stealing some electric globes from the German Club, a native was sentenced to three weeks' hard labour and four hours' stocks by Mr. J. R. Wood at the Magistracy this morning.

Annual Fire Brigade Inspection.

The annual inspection of the Hongkong Fire Brigade will take place outside the City Hall on October 4 at 4 p.m., when H.E. the Governor will be present. In former years, the inspections have been held on the compound of the Central Police Station. The change of venue this year has been decided upon, we are given to understand, in order to afford the general body of the public better facilities to view the inspection.

Anti-Home Rule Demonstration.

Arrangements for a great anti-Home Rule demonstration to be held in the demeane of Captain Craig, M.P., Belfast, on Saturday, Sept. 23, have been completed. Members of the county Grand Orange Lodge and of Belfast and Ulster Unionist Clubs will assemble at the City Hall, Belfast, and march in procession to Craigavon, where the meeting will be addressed by the Earl of Erne, Sir Edward Carson, K.C., M.P., the Right Hon. Charles Scott-Dickson, M.P., and Mr. F. E. Smith, K.C., M.P. On the following Monday a demonstration will be held under the auspices of the Ulster Unionist Council.

SWIMMING CHAMPIONSHIP.

Logan Retains His Title.

Last evening the half-mile swimming championship of Hongkong was decided in the waters of the Harbour, the course being between the V.R.C. ramp and the sea wall opposite Messrs. Butterfield and Swire's. This distance had to be swum eleven times.

There was a large number of spectators, when the competitors lined up. They were T. Logan, holder of the title, A. A. Claxton, H. E. Sayer, A. V. Barros, and F. L. de la Cruz.

Right from the start Logan got away and kept an easy lead throughout the race, though Claxton hung on gamely, till the latter stages of the race when the champion drew away and won by half a lap. Claxton came second with Barros forty yards away. Sayer and F. L. de la Cruz did not finish. The result was: T. Logan, 1; A. A. Claxton, 2; A. V. Barros, 3.

Time: 14 min. 11.1 sec.

WEIRD SLEEPING APARTMENTS.

Bedrooms that give You the Creeps.

Some eccentric mortals seem to delight in making their sleeping surroundings as gruesome and funereal as possible.

One of them is a pious old maid residing in the suburbs of Liverpool. She has the walls of her bedroom covered with the memorial cards of her deceased relatives and friends. Scores upon scores of these cheerful reminders adorn her sleeping apartment.

On the mantelpiece stands a curious old clock, from the base of which emerges every hour a quaint funeral procession. After making a complete circuit of the office the cortege disappears through the aperture from which it appeared. Its passage is marked by the solemn tolling of a bell amongst the mechanism of the quaint timepiece, which its owner prizes highly.

Yet He Sleeps Soundly!

An eccentric but wealthy Scotsman, who has long been resident in the same city, indulges in very queer sleeping fancies. He sleeps on an old-fashioned wooden bedstead, at the head of which is a carved image of an angel with outstretched wings.

On each side at the foot there is a similar but smaller figure, facing the sleeper as he lies in bed. From floor to ceiling the walls of the room are papered with texts from the Bible in large print. The effect is heightened by several extraordinarily fantastic pictures, which pretend to depict scenes at the Last Day.

Very uncanny indeed are the surroundings in which the inmates of the Convent of the Holy Face, in the city of Montreal, pass the hours of night. The nuns, of whom there are some fourteen in the institution, sleep in separate cells, which are all alike. The only article of furniture in each cell is a coffin, in which the nun sleeps. On retiring she arranges herself in a night-robe with a crimson front, on which is painted a picture of the Saviour's face. A crimson veil completes her outfit for the nocturnal hours, and her grim couch is devoid of both cushion and blanket.

The Doctor's Bones.

Very few persons would care to spend a night in such a bedroom as that of a certain Lancashire medical man. Fixed around it in glass cases are no fewer than three complete human skeletons, as well as four separate grinning skulls.

He says his bedroom is the only place where he can keep them. He cannot have them in his surgery, because they might scare away his patients, and they are not quite suitable adornments for the day apartments of his house.

He is absolutely indifferent to their presence in his bedroom, for they do not in any way affect his slumbers. His servants do not, however, take kindly to the presence, and he has a playful habit of adjuring them not to be afraid of the bones.

THE FOOTBALL SEASON.

The League's Annual General Meeting.

Judging from the number present last night at the annual general meeting of the Hongkong Football Association League, this football season should be very successful. Mr. R. Hancock presided.

The first business before the meeting was the presentation of the accounts. Mr. A. P. Storrie, in presenting the balance sheet, said that the past season was remarkable owing to the way they had to rush through the fixtures. This had to be on account of the flu leaving early. The league matches had to be played early and there was nothing to maintain interest till the shield competition. The Bufts were the champions for the season, but as they had to leave the cup behind, he handed it over to the Naval Yard, the runners up.

The accounts were adopted on the motion of Mr. Carter, seconded by Mr. A. R. Ellis.

The following officers were elected:—President, Mr. R. Hancock; Hon. Treasurer, Mr. A. S. Ellis; Hon. Sec., Mr. A. P. Storrie. The committee appointed to make necessary arrangements was composed of the president, the Hon. Sec. and Lieut. Bagnall. Corpl. Smith of the K.O.Y.L.I. and Mr. A. Gregory were appointed as examining board.

The entries received for the first league were:—Hongkong Football Club, R.G.A., Naval Yard, and K.O.Y.L.I. The Engineers were not represented at the meeting but Mr. Barnesfather offered to ascertain what they intended to do.

Considerable discussion ranged on the subject of the date for commencing the competition. The second Saturday in October was mentioned but this was opposed by Lieut. Bagnall, who thought it was too hot. It was finally decided to commence on the first Saturday in November through Corpl. Burgess of the R.G.A. and others were opposed to that date.

The President read a letter from the Shanghai Football Association, extending an invitation to Hongkong to send a representative team to Shanghai to play inter-port matches. The letter stated that a similar invitation had been extended to Japan, and they thought that the two visiting teams could arrange to come at the same time.

The hon. Secretary said that the last time Shanghai visited Hongkong was four years ago. Since then Hongkong had tried several times to go north but without success on account of the difficulty the men experienced in getting off. However, they might try and send a team for the Chinese New Year.

It was eventually decided to accept the invitation.

In two cases alterations to the rules were made. In the first case a regiment coming into the Colony may now, if it chooses, take over the points of the regiment going out. The second amendment was to the effect that a man playing in more than two first league matches, became a first league man. As long as he did not exceed two matches he could retain his position in the Second League.

A long discussion followed the complaint of Corpl. Burgess that last season matches were not played by reason of the non-appearance of the referees. It was eventually decided to raise the fee payable to the referee from \$1 to \$2 though the acceptance or not of this was a matter for the referee.

Including all kinds of horses over four years old that can carry harness or saddle, Great Britain has three million head.

Australia and the Argentine between them pasture one-third of all the sheep in the world.

RICE TROUBLES.

Restive Prisoners.

The following is from the "N. O. Daily News" of September 16:—

Practically round about the whole of Shanghai the dear price of rice is giving rise to trouble. The latest phase comes from Nantao, where a disturbance has been created in the gaol on account of the substitution of bread for rice in the prison diet. The authorities made this step through a due regard for economy, it is said, but three prisoners took offence at the measure. When supplied with the bread they made a great disturbance absolutely refusing to accept it, and so successful were they in their efforts that they threw the whole gaol into a commotion.

This state of affairs having arisen, the men were brought before the magistrate, who sentenced them to a very severe penalty for their misdeeds. The most daring of the three was ordered to receive 250 strokes with the bamboo, while the two others received 200 each. This must be regarded as most exemplary punishment, and goes to form another instance of the difference in the Chinese magistrates' method of treating their own offenders and those sent to them from the Settlement.

More Trouble in Pootung.

About the same time as the last trouble we noted at Pootung in connection with the dear rice, a second raid was being made some few miles off by another crowd of women. On this occasion the affair occurred at a village called Yangchin, which is just opposite Yangtze-poo. Here as in the other case, the women, to the number of about a hundred, led the trouble, and going to the rice shops with bags and baskets, they helped themselves, taking away a considerable quantity. The thing was done as peaceably as such a type of robbery could be, and during the rest of the day nothing happened.

On the following day a crowd estimated at between 500 and 600 proceeded to the rice shops in the vicinity of a temple known as Tsing Poo Yang Di. Here all that fell to them was seven piculs of rice, and they then turned their footsteps farther down river to Chingdoo, which is nearly opposite the Point. The shopkeepers had notice of their approach, however, and by the time they arrived they had all the places of business in the village shut up. Evidently they suspected trouble, for the police were called out. The women were once more the aggressive spirits, and now they proceeded to the police station and started a disturbance outside its gates. They were, however, not allowed to go to extremes, for the police managed to restore order without a regular set-to, as at one time had been feared.

Since these occurrences there have been no further reports, but with a class of women fully up to the standards of the suffragette, and in these cases having the sympathy of the men, the neighbourhood is obviously in a state of unrest. The extraordinary feature of the whole affair is the ease with which the women have scored their victories.

The work on changing and enlarging the Suez Canal has been in progress almost constantly since its opening in 1869.

England has 12,000,000 cattle, which is a small number when compared with other countries.

Some of the diamond "cleavers" of Amsterdam receive as much as \$120 per week.

MILK
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"DERFFLINGER"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th of September, at 9.30 a.m.

All claims must reach us before the 2nd of October, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELOHRS & CO., General Agents.

Hongkong, 21st Sept., 1911. [7]

DON'T FORGET.

Thursday, September 21.

V. R. O. Sports.

Friday, September 22.

V. R. O. Sports.

Saturday, September 23.

Douglas Steamship Co. meeting, noon, and extraordinary meeting, 12.15 p.m.

V. R. O. Sports.

Civil Service vs. Taikoo, Bowls.

Boxing, Skating, Sekt.

Monday, Sept. 25.

Crown Land Auction.

Tuesday, September 26.

St. Andrew's Society, Annual General Meeting.

Thursday, Sept. 28.

Kowloon Cricket Club annual meeting, 5.15 p.m.

Saturday, September 30.

Hongkong Gynkhana Club, Race Meeting, Happy Valley.

PERFECTION WHISKY

IS ALWAYS

PERFECTION IN ITSELF

AND

THE BEST SCOTCH

Perfection WHISKY

SOLE AGENTS: H. Prior & Co., Ltd., 12, Queen's Rd.,

PROPRIETORS

D. & J. McALLUM, EDINBURGH.

PERFECT IN MELLOWNESS PERFECT IN BOUQUET

PERFECT IN PURITY

A PERFECT DRINK WITH TANSAN

THE BEST SCOTCH

Perfection WHISKY

SOLE AGENTS: H. Prior & Co., Ltd., 12, Queen's Rd.,

PROPRIETORS

D. & J. McALLUM, EDINBURGH.

PERFECT IN MELLOWNESS PERFECT IN BOUQUET

PERFECT IN PURITY

A PERFECT DRINK WITH TANSAN

THE BEST SCOTCH

Perfection WHISKY

SOLE AGENTS: H. Prior & Co., Ltd., 12, Queen's Rd.,

PROPRIETORS

D. & J. McALLUM, EDINBURGH.

PERFECT IN MELLOWNESS PERFECT IN BOUQUET

PERFECT IN PURITY

A PERFECT DRINK WITH TANSAN

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to Attention.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPEROR OF JAPAN".....Sat., Sept. 23.	"EMPEROR OF IRELAND".....Fri., Oct. 20.
"EMPEROR OF INDIA".....Sat., Oct. 14.	"EMPEROR OF BRITAIN".....Fri., Dec. 1.
"EMPEROR OF JAPAN".....Sat., Dec. 2.	"EMPEROR OF BRITAIN".....Fri., Dec. 20.

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43. Via New York.....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SANDAKAN.....	MAUSANG	Friday, 22nd Sept., Noon.
MANILA.....	LOONGSANG	Saturday, 23rd Sept., 2 p.m.
SHANGHAI & SWATOW.....	HANGSANG	Sunday, 24th Sept., 11 a.m.
SHANGHAI, KOBÉ & MOJI.....	KUTSANG	Tuesday, 26th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA.....	NAMSANG	Tuesday, 26th Sept., Noon.
MANILA.....	YUENSANG	Saturday, 30th Sept., 2 p.m.
TIENTSHIN, TIENTSIN & CHEFOO.....	CHEONGSANG	Tuesday, 26th Sept., Noon.
SANDAKAN, SINGAPORE, PENANG & CALCUTTA.....	LAISANG	Tuesday, 3rd Oct., Noon.

RETURN TOURS TO JAPAN (Occupying 24 days). The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuantai, Lahad Datu, Simporna, Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. Telephone No. 215.

Hongkong, 21st September, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D.W.	On or about
"KUMERIO".....	G. H. McGill	11,000	October 8th.
"LUCERIO".....	J. Mathie	11,000	October 25th.
"HERCULES".....	R. Wilhelmsen	7,000	November 10th.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780, Hongkong, 26th August, 1911.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS:

S.S. "DUNERIO".....	8,000 tons.....	To be despatched end Dec.
S.S. "KATANGA".....	8,000 tons.....	To follow in Dec.

For rate of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

Managing Agents.

Hongkong, 14th August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	KAMO MARU, Capt. F. L. Sommer, Tons 9,000 AKI MARU, Capt. K. Homma, Tons 7,000 MISHAMA MARU, Capt. A. E. Moses, T. 9,000	WEDNESDAY, 27th Sept., at Daylight. WEDNESDAY, 11th Oct., at Daylight. WEDNESDAY, 25th Oct., at Daylight.
VICTORIA, B.C., & SEATTLE.....	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 7th Oct., from KOBE
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, and BRISBANE.....	TAMBA MARU, Capt. K. Noda, Tons 7,000 AWA MARU, Capt. I. Izawa, Tons 7,000	TUESDAY, 10th Oct., at Noon. TUESDAY, 7th Nov., at Noon.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	NIKKO MARU, Capt. M. Yagi, Tons 6,000 KUMANO MARU, Capt. M. Winkler, T. 6,000	FRIDAY, 29th Sept., at Noon. FRIDAY, 27th Oct., at Noon.
KOBÉ & YOKOHAMA.....	KAGI MARU, Capt. M. Hagiwara, T. 7,000	THURSDAY, 27th Sept., at 11 A.M.
SHANGHAI, MOJI & KOBÉ.....	WAKASA MARU, Capt. N. Nielsen, Tons 7,000	WEDNESDAY, 27th September.
BOMBAY via SINGAPORE & COLOMBO.....	BOMBAY MARU, Capt. J. Toranaka, T. 5,000	TUESDAY, 3rd October.

† Fitted with new system of wireless telegraphy. Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBÉ and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong:

"JINSEN MARU".....Tons 9,783.....Capt. MacLennan.....On Sept. 26th.

CHEAPEST SUMMER RATES

between

HONGKONG AND JAPAN PORTS.

Continuing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	Yokohama	Kobe	Moji	Nagasaki
Return.	Return.	Return.	Return.	Return.
1st Class.....	\$120	\$110	\$100	\$90
2nd.....	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
SHANGHAI.....	"LINAN".....	23rd Sept., 11 a.m.
CHINKIANG.....	"YOHOW".....	24th " " 11 a.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS.....	"CHANGSHA".....	26th " " Noon.
MANILA, ILOILO & OBU.....	"TEAN".....	28th " " 4 p.m.
WEIHAWEI, CHEFOO & TIENTSIN.....	"KUEIHOW".....	27th " " 4 p.m.
SHANGHAI.....	"CHINHUA".....	28th " " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin Screw Steamers "Teon" and "Tuning," saloon accommodation, electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Kailong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE—TWIN-SCREW STEAMERS (Awa, Osewa, Linan, Chikawa) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 18, Hongkong, 21st September, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE, Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kote & Yokohama:

Bayaria.....	9th Oct.
Aradia.....	18th Oct.
Slavonia.....	8th Nov.
Scania.....	16th Nov.
Spezia.....	2nd Dec.

For Further Particulars, apply to—

HOMEWARD.

For Havre, Bremen & Hamburg:

S.S. "Rheinfelde".....	29th Sep.
For Havre & Hamburg:	
S.S. "Saxia".....	10th Oct.
For Rotterdam, Hamburg & Antwerp:	
S.S. "Fest Balow".....	11th Oct.
For Havre, Bremen & Hamburg:	
S.S. "Seehavanna".....	25th Oct.

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

Hongkong, 16th September, 1911.

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	TUESDAY, 10th Oct., 4 p.m.
ZAFIRO.....	4000	M. O. Smith	MANILA, CEBU & ILOILO	

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 19th September, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
For Freight and Passage, apply to				

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.

Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO. LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ALDENHAM.....	22nd Sept.	Saturday, Sept. 30.
EMPIRE.....	20th Oct.	Oct. 11.
ST. ALBANS.....	20th Oct.	Nov. 11.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.



TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada, and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG.

(Subject to attention)

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru".....	11,000.....	A. G. Stevens.....	Oct. 6th, Noon.
S.S. "Teuryo Maru".....	21,000.....	E. Bent.....	Oct. 18th, Noon.
S.S. "Shinyo Maru".....	21,000.....	H. S. Smith.....	Nov. 8th, Noon.
S.S. "Chiyo Maru".....	21,000.....	W. W. Gaces.....	Nov. 1st, Noon.

All steamers carry Japanese Government wireless telegraph and post office. The Triple Screw (twin) Nippon Maru, with the impulse of San Francisco via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on FRIDAY, the 6th Oct., at Noon.

SOUTH AMERICAN LINE

(In conjunction with the National Railway of Mexico at Manzanillo.) Only Regular Direct Service to Mexico, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Attention)

Steamer	Tons	Date of Sailing
Bayo Maru.....	10,500.....	Saturday, Oct. 11, Noon.

The Steamer "BUYO MARU" and "BUYO MARU" leave for MEXICAN, PERUVIAN and CHILEAN PORTS (JAPAN PORTS and HONOLULU) on SATURDAY, 11th October, at Noon.

For Further Particulars in a Pamphlet, apply to—

THE BANK LINE, LIMITED, Managing Agents.

Telephone 118.

Hongkong, 21st September, 1911.

COMMERCIAL

Langkats

For no sufficient reason, says the "N.Y. Daily News," Langkats have remained for a long time the pulse of the share market, and the continued drop in values has been responsible for no little restiveness in the share market. The latter has not released itself from the trough it fell into, and this drop at the present time is very unfortunate. It is idle to deny that there has been a somewhat steady decrease in the output and sale of oil to the Asiatic Petroleum Company during the past six months, contrary to the statements made from time to time that the output and sale would steadily increase. It is also well known that the periodical "private" telegrams about now bore capable of yielding extraordinary quantities of oil—the latest "leaking out" during the month of May—have had unsettling effects upon share values, so much so that Langkats have been designated "gambling" stocks.

The dividends, which are still handsome, have remained about the same for some time, and there is every reason to believe, will not decrease. The reserves are substantial, and in spite of the stationary outputs, are being added to. There is virtually every reason to class Langkats under the gilt-edged securities of the Far East, until it could be proved that there is anything wrong with the company. Therefore, it ought to be easy to fix the right value of the shares. Assuming that the dividend even falls to 10s. 6d. during 1911, and that a gilt-edged security in the Far East should pay 8 per cent. on the actual value of the shares, there is no reason why Langkats should not stand round about 110.

Japanese Match Market.

Owing to a steady rise in the price of materials, the match-makers in Kansai district, the centre of the industry, are now experiencing great difficulty in carrying on their business, reports the "Japan Gazette." The wood used for the manufacture of matches is usually secured in large quantities from the Hokkaido, but stocks in the island and in Japan Proper are running short. Quotations of matches of various descriptions have naturally risen of late, but manufacturers are said to be unable to realize fair profits. The recent forest fire in the Hokkaido, which destroyed a very large quantity of timber, was in a great measure responsible for the rise in the price of material. An agreement was signed in July between certain Japanese merchants and Messrs. Casabloy & Co. and one other foreign firm in Kobe for the sale of Japanese matches in India, and new orders representing over 3,000 tons, were a few days ago received by the Japanese merchants through the medium of the foreign firms referred to. It is stated that further orders are forthcoming. Surely this is a strong argument in favour of the value to the trade of Japan of the much-maligned "foreign" middle-man.

A Baseball Innovation.

Persons who are familiar with the conditions say that the one thing which has been most fundamental in the increase of interest in baseball noticed recently is the improvement in the manufacture of the "baseball," wherein a cork centre has been substituted for the rubber one, which has been in use for many years. This has the effect of making the ball livelier when struck in the air, but its behaviour on the ground is about the same as the old-style ball; thus compensating for the greater number of base hits. The manufacture of the standard baseball employs a large number of men and women, and each one of the spheres is the recipient of a great deal of care and attention. Experiments are being constantly conducted with the idea of improving the ball, but no change is made until it has been thoroughly tried out, and it is then found to be superior to the old one. The baseball is a very important part of the game, and its improvement is a very important factor in the game.

LOG BOOK.

French Captain's Gallantry
Recognised.

In connection with the loss of the British steamer *Parisiana*, which was burned at sea on December 12 last, the Imperial Merchant Service Guild have received a report from their representative at Reunion, Mr. J. O. Laurent, with reference to the gallant rescue of the crew of the ill-fated steamer by Captain F. Pavillet, master of the schooner *Reve*. The schooner *Reve* manned for a fishing expedition with ten sailors and twenty fishermen arrived at St. Paul Island on December 16 last, where she found seven men, the survivors of the wrecked steamer *Parisiana*. These men had landed the day before in one of the two life boats, but the second boat had not arrived. The following day the missing boat was signalled about three miles from the island, and though very rough weather was experienced, Captain Pavillet, manned his first life boat with twelve fishermen and went to meet the wrecked boat, which he towed back to port. Although the resources of the schooner *Reve* were very limited, Captain Pavillet rendered all possible assistance to the shipwrecked men, supplying them with shelter and provisions, their own provision shelter had been blown down and a quantity of food had disappeared and also all their blankets. On January 11 a transport ship on her passage to New Caledonia was sighted, and on seeing distress signals hoisted on one of the hills of the island, made for the place and took on board the thirty-two shipwrecked men. The crew of the *Parisiana* could not speak too highly of the kindness shown to them by Captain Pavillet. On full information reaching the Imperial Merchant Service Guild, they at once represented the matter to the Board of Trade, who now inform the Guild that they have awarded a piece of plate to Captain Pavillet in recognition of his humanity and kindness to the shipwrecked crew of the British steamer *Parisiana*.

Coast Officers' Gazette.

(From the "Leading Light of" Sept. 15.)

Mr. W. Phillips, awaiting orders, has gone chief officer, *Tai-shun*.
Mr. M. Johanneson, chief officer, *Tai-shun*, is awaiting orders.
Mr. W. Hampden Smith, from leave, has gone second officer, *Hsin-ming*.
Mr. A. Hall, second officer, *Hsin-ming*, is awaiting orders.
Mr. W. Byers, third engineer, *Kwang-tah*, has gone third engineer, *Kwang-yu*.
Mr. J. B. Sweet, third engineer, *Kwang-yu*, has gone third engineer, *Kwang-tah*.
Mr. W. Wanderleach, fourth engineer, *Kiang-shin*, has resigned.
Mr. T. Kott, chief engineer, *Tai-shun*, has gone chief engineer, *Choy-ang*.
Mr. H. Wiseman, chief engineer, *Choy-ang*, has gone chief engineer, *Tai-shun*.
Mr. J. McKinnon, chief engineer, *Tai-shun*, has gone chief engineer, *Loong-yu*.
Mr. A. McKinnon, chief engineer, *Loong-yu*, has been granted leave.
Mr. A. R. D. Smith, from leave, has gone chief officer, *Namsang*.
Mr. P. G. Ashton, chief officer, *Namsang*, is on leave.
Mr. H. D. Mills, from leave, has gone third engineer, *Yuen-sang*.
Mr. O. L. Sharp, third engineer, *Yuen-sang*, is awaiting orders.
Mr. O. R. Owen, from leave, has gone supernumerary second officer, *Pekin*.
Mr. H. A. Anderson has been appointed second officer, *Poyang*.
Mr. J. T. Gray, second officer, *Poyang*, has gone second officer, *Pekin*.
Mr. F. Campbell, supernumerary, *Dredger*, has gone supernumerary third engineer, *Foochow*.
Mr. D. J. Leiper, from leave, has gone chief officer, *Poyang*.
Mr. H. D. Cranston, awaiting orders, has gone supernumerary third engineer, *Dredger*.
Mr. A. Ralston, chief officer, *Poyang*, has gone supernumerary, *Pekin*.

Intimations

AERTEX
CELLULAR.COOLEST & MOST COMFORT-
ABLE UNDERWEARETHE SUMMER
HIGH GRADE.J. T. SHAW,
TAILOR AND OUTFITTER,

Hongkong Hotel Buildings,

Queen's Rd. Central. [1258]

PEAK TRAMWAYS CO.
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 15 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.10 p.m. " 10 min.

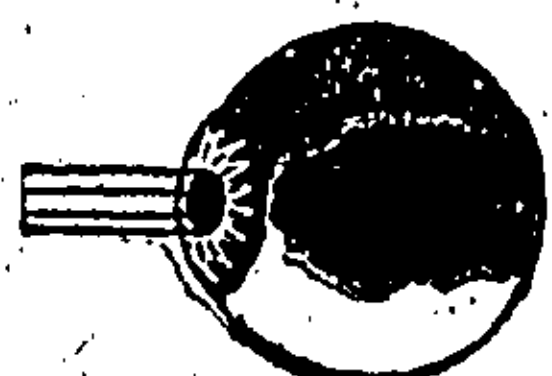
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.
8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.
By Arrangement at the Company's
Office, Alexandra Buildings,
Des Voeux Road.JOHN D. HUMPHREYS & SON
General Manager.
Hongkong, 16th June, 1911.

SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by
competent workman.

N. LAZARUS,
Ophthalmic Optician,
11, D'Aguiar Street,
Hongkong.

Hongkong, 24th July, 1911. [929]

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP \$1,250,000.)

Loans on Mortgage of House Property

and

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Underwritten and Executed.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 10th March, 1909. [14]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,

FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools,

installed throughout the Works.

50-ton Hydraulic TESTING MAC HINE

for Chains, Wire Ropes, Rivets

and Metal Specimens.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons,

dismantling, providing conditions for

painting ships with most efficient results

100-Ton ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

the Works Raising up to 100 Tons.

Estimates given for Docking, Repair to Hull and Machinery,

Constructional Work.

MACHINERY AND ACCESSORIES.

TAIKOO DOCKYARD & ENGINEERING CO.

HONGKONG, CHINA & JAPAN

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about

the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

CANDIA About } Freight only.

Capt. W. R. Hickory 28th Sept.

SHANGHAI About } Freight and

Capt. H. S. Bradshaw 28th Sept. } Passage.

DRAVA About } Freight and

Capt. H. Powell 18th Oct. } Passage.

LONDON, VIA Noon } See Special

USUAL PORTS OF CALL Capt. G. W. Cockman, R.N. } Advertisement.

For Further Particulars, apply to

P. & O. S. N. Co.'s office, E. A. HEWETT,

Hongkong, 18th September, 1911. Superintendent. [4]

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL ON

SHANGHAI, TSING-TAU, KOBE and YOKOHAMA

"DERFFLINER" 17,000 } FRIDAY,

Capt. F. Frosch 22nd September,

at 5 a.m.

MANILA, YAP, MA-RONN, SAMARAI, NEWGUINEA, IRIS-BANE, SYDNEY & MELBOURNE

"PRINZ SIEGEN" 6,000 } SATURDAY,

Capt. F. Frosch 7th October

at Daylight.

KUDAT & SANDAKAN "Bonnie" 5,050 } FRIDAY, 11th 22nd

Capt. F. Frosch Sept., at 10 a.m.

All the steamers of the German Line are fitted with Wireless Telegraphy.

New System of Teletype.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 21st September, 1911. [7]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 809.

Hongkong, 2nd Jan., 1911. [78]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER.

(Qualified).

Business Address—

AH TOO STABLES,

No. 7, Russell St. Oct.,

Hongkong.

Telephone No. 272.

Hongkong, 27th July, 1911. [1059]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,

FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools,

installed throughout the Works.

50-ton Hydraulic TESTING MAC HINE

for Chains, Wire Ropes, Rivets

and Metal Specimens.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons,

dismantling, providing conditions for

painting ships with most efficient results

100-Ton ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

the Works Raising up to 100 Tons.

Estimates given for Docking, Repair to Hull and Machinery,

Constructional Work.

MACHINERY AND ACCESSORIES.

TAIKOO DOCKYARD & ENGINEERING CO.

HONGKONG, CHINA & JAPAN

TAIKOO DOCKYARD & ENGINEERING CO.

HONGKONG, CHINA & JAPAN

TAIKOO DOCKYARD & ENGINEERING CO.

HONGKONG, CHINA & JAPAN

TAIKOO DOCKYARD & ENGINEERING CO.

HONGKONG, CHINA & JAPAN

TAIKOO DOCKYARD & ENGINEERING CO.

HONGKONG, CHINA & JAPAN

Shipping-Steamers.

DOUGLAS STEAMSHIP CO., LD
Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having

splendid Accommodation for First-Class Passengers. Electric Light. Excellent

Catering.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

STEAMSHIP CAPTAIN LEAVING.

Haiching... W. C. Passmore... FRIDAY 22nd Sept., at 1 p.m.

Haiching... Capt. J. W. Evans... TUESDAY 26th Sept., at 1 p.m.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,

General Managers.

[57]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Expected on or about For Will leave on or about

Tilbodah... JAVA... 2nd half Sept. SHANGHAI 2nd half Sept.

Tilbodah... JAVA... 2nd half Sept. SHANGHAI 2nd half Sept.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

Tilmanock... SHANGHAI 1st half Oct. JAPAN 1st half Oct.

To Sail

FOR SINGAPORE, PENANG
AND CALCUTTA.

(Taking Cargo on Through Bills of

Lading to Rangoon, Madras,

and Mauritius.)

